

Amendments to the Specification

- Please replace the bridging paragraph of pages 6 and 7 of this application with the following new paragraph.

Referring to FIGS. 5 and 6, a second driving unit 70 is detachably installed on the second mounting portion ~~54~~ the first mounting portion 42 of the mount 40. The second driving unit 70 has a base 72 that allows it to be mounted to and removed from the mount 40. At the front end of the base 72 is a bent mounting portion 72a, formed to encase the bottom portion of the mount 40. Above the bent mounting portion 72a is a notched portion 74 for receiving the fastener ~~44-or 48~~ that secures the driving unit 70 to the mount 40, the fastener 44 ~~and 48~~ being installed at the first mounting portion ~~42-and 46~~. Installed at the base 72 to provide motive force is an actuator 76. The actuator 76 should be an engine using diesel, gasoline, or similar fuel. A sprocket 78 for transmitting the driving force from the actuator 76 stems from the actuator 76. The sprocket 78 is connected via a chain 80 or a belt to a sprocket 82a of a transmission 82. In order to transmit driving force and provide acceleration and deceleration, the transmission 82 may have a main gear, a differential gear, and a driven gear which are made up of pinion, ring, and side gears. A drive shaft 84 is rotatably fixed to the transmission 82; and a wheel 86 is attached to one end of the drive shaft 84, while a coupling 88, enabling the connection of the short end of the drive shaft 60 of the first driving unit 50 described previously, is attached to the other end. If required, a handle 90 can be attached to the second driving unit 70 to facilitate its transportation and use. Of course, a fuel cell 92 is connected to the actuator 76 of the second driving unit 70 to supply the actuator 76 with fuel. A throttle grip 30 is connected via a wire (not shown) to the throttle wire connector 102 on the mount 40. The throttle wire connector 102 may be a hook connector that can easily and quickly connect to and disconnect from each actuator 56 and 76. Also, a brake lever 28 is connected by a wire (not shown) to a brake wire connector 104 on the mount 40 that actuates a brake assembly on each wheel 62 and 86. In addition, a control button 106, of a controller (C) located inside the frame for switching the rotational direction of the actuator 56, is located on the side of the frame 10. Although not shown as such in this embodiment, the control button 106 can be located on the handlebars. Furthermore, in order to

securely park or stow the scooter, a kickstand 108 or 110 can be mounted on an appropriate portion of the frame of the scooter.

- Please replace the bridging paragraph of pages 8 and 9 of this application with the following new paragraph.

In the next step, the user mounts the second driving unit 70 on the mount 40. That is to say, after positioning the second driving unit 70 so that the bent mounting portion 72a at the front end of its base 72 encases the lower portion of ~~the second mounting portion 46~~ the first mounting portion 42 on the mount 40, a second coupling 84a at the open end of the drive shaft 84 connected to the transmission 82 is connected to the first coupling 60a at the open end of the drive shaft 60 of the first driving unit 50, thus connecting the first and second driving units 50 and 70 together. Then, ~~the fastener 48 on the second mounting portion 46~~ the fastener 44 on the first mounting portion 42 is hooked onto the notched portion 74 of the base 72 of the second driving unit 70. Subsequently, the throttle wire connected to the actuator 76 is connected to the throttle wire connector 102 on the mount 40, and the brake assembly on the wheel 86 is connected to the brake wire connector 104 on the mount 40, thereby completing the installation of the second driving unit 70.